





To-day's  
Advertisements.HARMSTON'S  
CIRCUS  
AND  
ROYAL MENAGERIE.

TO-NIGHT! TO-NIGHT!!

A GREAT SUCCESS.

ARMY & NAVY  
TUG OF WAR.

\$300—CASH PRIZES—\$300.

H.M.S. "CENTURION," (FIRST TEAM)

SIEGE TRAIN, S.D.

ROYAL GARRISON ARTILLERY

H.M.S. "ENDYMION" (FIRST TEAM)

AGAIN TO-NIGHT, at 10 P.M.

Captain H. CROGAN, R.N.E., has kindly  
consented to act as Referee.THE GREAT PROGRAMME  
AS USUAL.Box Office Plan:—ROBINSON PIANO Co.,  
Queen's Road.POPULAR PRICES.  
SOLDIERS and SAILORS of ALL NATIONALITIES  
admitted to CHAIRS and STALLS HALF-PRICE.ROBERT LOVING, Manager.  
Col. CHAS. B. HICKS, Representative.  
Hongkong, 13th February, 1901. [14c]

THEATRE ROYAL,

BOXING  
TOURNAMENT.28TH FEBRUARY,  
1ST & 2ND MARCH.GIGANTIC  
ENTRIES.VALUE OF PRIZES,  
OVER \$2,000.

WINNERS (4) PURSE of \$120 each.....	\$ 480
WINNERS (4) MEDALS, GOLD and JEWELLED.....	320
4 RUNNERS UP, PURSE of \$75 each.....	300
8 LOSERS OF SECOND BOUTS \$30 each.....	240
16 LOSERS OF FIRST BOUTS \$20 each.....	320
RESERVES DIVIDED.....	120
COSTUME PRIZE.....	50
CONSOLATION BOUTS.....	100

GRAND TOTAL.....\$2,010

Hongkong, 13th February, 1901. [15c]

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"  
Captain G. T. Blandford, will be despatched as  
above on FRIDAY, the 15th instant, at 5 P.M.  
This Steamer has Superior Accommodation  
for Passengers and is fitted with the Electric  
Light.A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 13th February, 1901. [18c]NAVIGAZIONE GENERALE ITALIANA,  
(Florida and Rubattino United Companies).STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
AND GENOA.VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE,  
and SOUTH AMERICAN PORTS up  
to CALLAO.  
Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE, AL-  
MERIA and MALAGA.THE Steamship  
"BORMIDA,"  
Captain Sartorio, will be despatched as above  
on SATURDAY, the 16th instant, at Noon.  
At BOMBAY, the Steamer is discharging in  
VICTORIA DOCK.For further Particulars regarding Freight  
and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 13th February, 1901. [20c]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"  
(3,820 Tons Gross, Captain E. W. Haswell), will  
be despatched for the above Port, on FRIDAY,  
the 22nd instant, at 4 P.M.This New Mail Steamer is specially con-  
structed for service in the Tropics and is provided  
with Superior Accommodation and with all  
modern fittings and improvements for the safety  
and comfort of Passengers. Electric Light and  
Refrigerator. Doctor and Stewardess carried.  
Return Tickets issued by this Company are  
available for return by steamers of the other  
Lines.For Freight or Passage, apply to  
A. S. MIHARA,To-day's  
Advertisements.

WANTED.

A GENTLEMANLY YOUTH.

Apply personally to  
S. DOUGLAS HICKIE,  
THE ROBINSON PIANO Co., LTD.  
Hongkong, 13th February, 1901. [19c]

NOTICE.

TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
TSEKELTON for the NORTH BORNEO GOVERN-  
MENT. Particulars of which may be seen at  
the OFFICE of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 13th February, 1901. [20c]

## Intimations.

WANTED.

THREE or FOUR LADS

TO SELL the

"HONGKONG  
TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 13th January, 1901.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 16, Queen's Road Central,  
(R. ROUGHINGTON & Co.)  
(Nearby opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
"Eye Strain" ending in serious forms of disease.  
Glasses specially adapted in youth to those  
requiring them save and preserve the sight.  
Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indicate  
a deficiency in the form of the eye requiring  
Classes only to correct and cure.  
Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.  
ADVICE FREE. [14c]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN  
CONVENT, CAKE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.  
Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing Com-  
dren's Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superiority will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 22nd April, 1902.A. S. WATSON & Co.,  
LIMITED.

## SHERRIES.

B.—SUPERIOR PALE DRY,  
dinner wine, Green Seal  
Capsule - - - - - \$10.80C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule - - - - - 12.00CC.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule - - - - - 12.00D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule - - - - - 14.40E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) - - - - - 20.40B, C, and CC are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very Superior  
Vintage. ALL ARE TRUE XERES  
WINES.Small quantities are supplied at  
proportionate wholesale rates.We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.BIRTHS.  
At St. James, Singapore, on 2nd February,  
the wife of CHARLES MCARTUR, of a daughter.  
At No. 8, Queen Street, Singapore, on 4th  
February, the wife of Mr. H. G. McD. PZCH,  
of a daughter.DEATHS.  
At Kottai, East Borneo, CLAUDE LEMERCIER,  
the only surviving son of the late E. Lemerrier.  
Deeply regretted.  
At the General Hospital, Madras, of typhoid  
fever, on the 2nd instant, NORBERT CASTEL  
PESTANA, Straits Student Assistant Surgeon,  
fourth son of J. C. Pestana. Aged 21.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEBRUARY 13, 1901.

## REUTER'S TELEGRAMS.

THE DUKE OF YORK.

LONDON, February 11th.  
The Duke of York is better and has re-  
turned to London.

## THE SOUTH AFRICAN WAR.

COLONIALS OUTFLANKED.

LOSE HEAVILY.

Reuter's correspondent at East London  
wires that 2,500 Boers under De Wet, re-  
tiring before Col. Picher, encountered and  
outflanked 700 Colonial troops at Tabakberg on  
the 30th January. The Colonial troops lost heavily  
and abandoned a Pom-pom, but succeeded  
in rejoining General Knox. This affair,  
hitherto not mentioned, helps to explain De  
Wet breaking through to the South.

## ANOTHER AMBUSH.

GUN JAMS.

Later news states that the Boers retiring  
before Col. Picher decoyed the Colonial troops  
into an ambush in the Tabakberg hills, mid-  
way between Bloemfontein and Smalldel.  
The Pom-pom jammed.

## FRANCE AND CHINESE LOOT.

The loot taken by the French from China  
will be returned to the Chinese Government.

## WEATHER REPORT.

The Observatory report says:—

On the 13th at 12.5 p.m. the barometer has  
fallen in the extreme North, and is little changed  
elsewhere. The anticyclone still covers China,  
and a depression lies in the Sea of Japan. Gra-  
dients continue rather steep, particularly in the  
North. Very strong monsoon in the N. part of  
the China Sea. Forecast:—Fresh N. winds;  
fine.

## LOCAL AND GENERAL.

H.M.S. Aurora, Capt. Hay, went out into the  
Yangtze on the 7th inst., and proceeds to  
Hongkong for a month as soon as her relief at  
Wooosung, the Dido, arrives.CAPTAIN Alfred Symons, Commodore of the  
P. and O. Company's fleet, and lately in com-  
mand of the Parramatta, has died at Bombay.  
Captain Symons joined the Company's service  
as far back as 1853.We draw attention to the extracts from the  
lecture delivered by Capt. Anderson last even-  
ing at the City Hall. A full report of the lec-  
ture will be given in next Saturday's issue as  
we have not space to-day.The Hon. Treasurer of the Alice Memorial  
and Netherlands Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals:—Li Ping.....\$25  
A Patient.....2The Singapore Free Press of the 1st instant  
says:—"That old and respected resident Mr.  
Charles Crane who came to Singapore over 40  
years ago, says good-bye, with his family, to  
this place this afternoon. Mr. Crane, as Mun-  
icipal Commissioner, from time to time has done  
good work, and his enterprise in starting the  
Tampines Dairy Farm has been nothing less  
than a public benefit. He takes with him to  
England the best wishes of his Singapore  
friends for the welfare of himself and family."At the funeral the other day at Hampstead  
of the late Rev. Alfred Cave, D.D., principal  
of Hackney Theological College there, the fol-  
lowing sensible printed notification was handed  
to the mourners at the graveside:—"The family  
specially request that gentlemen will not stand  
by the grave with uncovered heads; it is the  
last thing deceased would have wished." As  
the morning was very cold and foggy, this in-  
timation was very timely, and much appreciated,  
although a few of those present disregarded it.A PLEASANT ceremony took place this after-  
noon at Thomas's Grill room when Mr. J. C.  
Davis, Yeoman of Signals, H.M.S. Alacrity,  
was the recipient of a handsome spy glass  
which was presented to him by Mr. J. C. Good-  
child on behalf of the subscribers. The in-  
scription was as follows:—Presented to J. C.  
Davis, Signalman, H.M.S. Centurion, by land-  
ing party of the U.S.S. Newark, in recognition  
of gallant conduct while serving under Captain  
B. H. McCalla with Admiral Beymour's Pekin  
relief expedition.The Topicalist in a recent issue of the Singapore  
Free Press has noted that the Straits Settlements  
are omitted from the Colonial calendar in the  
last Punch Almanac. He also says that hardly  
two men in a thousand know where the Colony  
is, or what the Straits are from which it takes  
its name. Most Englishmen are content to  
know that it is "Abroad somewhere." There  
is also an Indian flavour, he says, in the name  
of Singapore which lends the great B. P. to  
think it is situated somewhere in the great  
Peninsula. The Topicalist writes jokingly, but  
we really believe there is no exaggeration what-  
ever in his statements. We also believe that  
Hongkong is known to the great bulk of the  
B. P. as the place where people are often told  
to go in lieu of Pencho, that is to say, it is some-WHEN the news of the Queen's death reached  
Bangkok, it was impossible, so a Bangkok  
paper stated, to put the Royal Standard (kept  
at the British Legation) at half-mast, because  
the Standard was found to be so badly eaten by  
rats as to be utterly unrepresentable.We would call the attention of those of our  
readers interested in the education question  
to the letter from Mr. Cunningham, which  
appears in another column. Any movement  
towards improving educational facilities for  
European children in Hongkong deserves  
every support.STARRING and cutting affairs have become  
quite common in the Colony during the past  
few weeks. Scarcely a day passes but a  
Chinaman appears at the Central Police Station  
with a wound of some sort, probably on the  
head, caused by a chopper, knife or some de-  
scription of instrument or missile. It is remark-  
able how they bear the pain however, as they  
seem to think nothing of such affairs.

## BOXING.

We would call the attention of our readers to  
the revised prize list for the forthcoming boxing  
tournament, appearing in our advertisement  
columns.There being some discussion as to the Maquis  
of Queensberry Rules, we publish them be-  
low:—

## THE QUEENSBERRY RULES.

CHALLENGE CUPS (OPEN TO GENTLEMEN  
AMATEURS)1.—That the entries be drawn to contend by  
lots. 2.—That the entrance fee be 2s. 3.—  
Heavy weights to be over 11st. 4lb.; middle  
weights not to exceed 11st. 4lb.; light weights  
not to exceed 10st. 4.—That there be three  
judges appointed by the committee. 5.—That  
the boxing take place in a 24ft. ring. 6.—  
That no wrestling, roughing or hugging on the  
ropes be allowed. 7.—That each heat consist  
of three rounds, with one minute interval be-  
tween each; the duration of each round to be  
at the discretion of the judges but not to exceed  
five minutes. 8.—Any competitor not coming  
up to time shall be deemed to have lost. 9.—  
That no shoes or boots with spikes or sprigs  
be allowed. 10.—Competitors to wear jerseys.  
11.—Gloves to be provided by the club. 12.—  
The winner to receive a silver medal.

## DEFINITION OF GENTLEMAN AMATEUR.

Any gentleman who has never competed in an  
open competition, or for public money, or for  
admission money, or for professionals for a  
prize, public money, or admission money, and  
who has never at any period of his life taught,  
pursued or assisted in the pursuit of athletic  
exercises as a means of livelihood. The com-  
mittee reserve the right of requiring a reference  
or of refusing an entry.

## CONTEST FOR ENDURANCE.

To be a fair stand-up boxing match in a 24ft.  
ring or as near that size as practicable, no  
wrestling or hugging allowed; the rounds to  
be of three minutes' duration, and one minute  
interval; if either man fall through weakness or  
otherwise he must get up unassisted; ten  
seconds to be allowed him to do so; the other  
man meanwhile to retire to his corner and  
when the fallen man is on his legs the round  
is to be resumed and continued until the three  
minutes have expired, and if one man fails to  
come to the scratch in the ten seconds allowed,  
it shall be in the power of the referee to give  
his award in favour of the other man; a man  
hanging on the ropes in a helpless state with  
his feet on the ground, shall be considered down;  
no seconds or any other person to be allowed  
in the ring during the rounds; should the con-  
test be stopped by any unavoidable interference  
the referee to name time and place for finish-  
ing the contest as soon as possible, so that the  
match must be won or lost, unless the backers  
of both men agree to draw the stakes. The  
gloves to be fair-sized boxing gloves of the best  
quality, and new; should a glove burst or come  
off, it must be replaced to the referee's satisfac-  
tion. A man on one knee is considered down,  
and if struck is entitled to the stakes.  
No shoes or boots with sprigs allowed.

## AT THE MAGISTRACY.

WATCH SNATCHING.

A chair coolie stood before Mr. Kemp this  
morning. The manager of the Stag Hotel, E.  
F. McCarthy, was putting a man out of the  
hotel yesterday when in the necessary scuffle,  
his watch and chain dropped from his pocket.There were a crowd of Chinese watching the  
proceedings and one of them, the defendant,  
picked up the watch and made off with it. A  
blue jacket named Hann was on the spot  
also, however, and he gave chase after the  
thief. The latter handed the watch and chain  
to a friend in the crowd and he also bolted in  
a different direction.The defendant was sent to prison for three  
weeks with hard labour for his part  
in a ricksha coolie. He made away with all  
speed but with P. C. Gibson, and N. V. P. C.  
Smith on his track. He led them a chase  
down two or three streets but he stumbled  
over some steps which he tried to negotiate at  
a jump. The watch and chain went sprawling  
in the street but was seized by the police.This man, stated that he was watching a  
fight. He stooped down to "see" the watch,  
which was thrown near him.Mr. Kemp sentenced him to three weeks'  
hard labour.

## THE RESULT OF A GAME OF "PAI-KAU."

A junk was lying near the praya in the harbour  
yesterday and a gang of coolies etc. were play-  
ing at pai-kau on the junk. Nine or ten of  
them were gambling in this way, but owing to  
heavy losses (300) one of them got obstreperous.  
Soon a general fight started and one of the  
coolies, who carried a hook with which to pull  
bags about, hooked one of the other gamblers  
on the head. A deep gash of an inch or so in  
length was caused, and from the Police Station,  
the injured man was sent to the hospital. He  
was released this morning and gave evidence  
against the man who drove the hook into him.  
Mr. Hazledorn ordered the "hooker" to pay  
\$10 or go to prison for a month's hard labour.

## THE PLAGUE.

Number of cases reported (Chinese.....) to  
up till noon of the 11th Other Asiatics.....  
February, 1901..... Europeans.....  
Number of cases reported (Chinese.....) 1  
during the past 24 hours Other Asiatics.....  
Europeans..... 0

Total number of cases reported to date..... 11

Number of deaths reported (Chinese.....) to  
up till noon of the 11th Other Asiatics.....  
February, 1901..... Europeans.....  
Number of deaths reported (Chinese.....) 1  
during the past 24 hours Other Asiatics.....  
Europeans..... 0THE BRITISH EMPIRE IN THE  
FAR EAST.

LECTURE BY CAPTAIN G. C. ANDERSON.

Yesterday evening Captain G. C. Anderson  
delivered a lecture in the City Hall, under the  
auspices of the Hongkong branch of the Navy  
League, on "The interests of the British Em-  
pire in the Far East, and the needs of the  
Navy." Mr. J. J. Francis, K.C., presided. He  
said there were very great, very important  
British imperial interests in the Far East, and  
so far as they who were out here and who were  
in close contact with the questions were able to  
judge for themselves, these interests had to a  
considerable extent, they were sorry to say,  
been greatly neglected. It was a very serious  
question for all who had at heart the interests  
of the British empire to consider what those  
interests were out here—to make themselves  
acquainted with the facts, and to do all they  
possibly could to promote those interests, and  
to make the people in England better ac-  
quainted with them. Imperial interests in the East  
rested mainly upon the strength of our naval  
forces, and therefore it was that Captain  
Anderson had combined the consideration of  
imperial interests with that of the needs of the  
Navy.Captain Anderson then delivered his lecture,  
which was a most able one and was full of  
statistics, which proved that our navy needs  
considerable sums of money to be expended on  
it. We are unable to find space for the whole  
of it, but can give an idea of the quality of the  
very valuable lecture by quoting the following  
extracts.

## HOME IGNORANCE OF EASTERN AFFAIRS.

Recent events have revealed the fact that a  
remarkable degree of ignorance of Eastern  
affairs prevails in the old country, not only  
amongst the rank and file of the people, but also  
amongst our leading men, who seem to have  
been for a time completely fogged when the  
outbreak in the Far North took the country by  
surprise. Perhaps this is not to be wondered  
at, considering the pace at which people have  
to live in modern times, and to the fact that the  
eyes of all Western nations were, for the time,  
hard set on South Africa.

## HONGKONG AND WEIHAIWEI.

To take our own colony of Hongkong first  
as an instance of the magnitude of Imperial  
British interests in the Far East. I must crave  
forgiveness if I quote a few dry statistical  
figures in support of the general statement  
that this colony is of supreme importance to  
the Empire, as its furthest outpost, coaling  
station, and naval base, with a trade capable  
of infinite expansion. Weihaiwei does not  
count yet for, though it is a better place for our  
purposes than Port Arthur, there is not a big  
gun in position, nor any attempt being made be-  
yond dredging, to convert it into a secondary  
naval base, as was promised; and for some  
reason or other, probably the want of defences,  
large quantities of supplies have been returned  
to Shanghai from there. Now, if there is one  
thing more than another wanted in the Far North  
at the present time, with a large number of our  
warships and transports between Shantung pro-  
montory and the Liaoting gulf, it is a base  
port which Weihaiwei should have been by  
this time. We do not know what the winter  
has in store for us. Our ships cannot stop at  
Taku Bar through the winter on account of  
the ice. Shanhaikwan is nearly as bad, and  
there is nothing nearer than Hope Sound or  
Chefoo, neither of them desirable places, after  
December, and I have had many years' expe-  
rience of the Gulfs of Pechili and Liaoting sum-  
mer and winter, and have often taken advan-  
tage of the welcome shelter of Weihaiwei.  
Possibly South Africa overshadowed Wei-  
haiwei, anyhow it has been unaccountably neg-  
lected, my friend, Lord Salisbury went out of  
his way to prevent any railway enterprise  
being allowed at the place and thus destroyed  
the chances of the port as a place of shipment,  
which he need not have done, had he been  
better informed. The place itself is no  
more than a walled fishing village, but there  
is a good country behind, now booked for  
Germany!

## HONGKONG'S TONNAGE.

The Harbour-Master's report of this Colony  
for 1899 shows the total tonnage entered and  
cleared during the year, to be in round figures  
18-million tons, being an increase of 35,000  
tons on the previous year. Of this total ton-  
nage, 48 per cent. was under the British flag,  
26 1/2 per cent. under foreign flags, and 25 1/2 per  
cent. of junk trade. Taking steamers alone,  
68.17 per cent. was British. The British river  
tonnage amounted to 3,550,169 tons entered  
and cleared, which shows the importance of  
the British trade with Canton, Macao, and the  
West River ports; and when matters are set-  
tled on a new basis, as they must eventually  
be, this trade is capable of infinite expansion,  
though it is temporarily under a cloud, owing to  
Chinese official obstruction, Sir Robert Hart's  
famous river trade regulations, together with dis-  
turbances and unrest in the southern provinces.  
The figures I have just quoted show that Hong-  
kong is the most important of all the British  
foreign possessions in the matter of shipping.  
Besides the tonnage already mentioned which  
is recorded in the books of the Harbour Depart-  
ment, there are no less than 165 steam launches  
employed in the Harbour and of these 71 are  
licensed for the conveyance of passengers, 77  
are owned by private individuals or firms, 22  
are the property of the Colonial Government,  
and belong to the Military Authorities. These  
launches are all built in the Colony, and Hong-  
kong has become celebrated for the excellent  
of its small steam craft, which are built and  
exported all over the Far East, from Vladiv-  
stock to Java and the Straits and to Europe.

## THE TRADE OF HONGKONG.

We now come to the trade of Hongkong, a  
very important British interest, roughly esti-  
mated to be worth £50,000,000 per annum. The  
total import trade for 1899 was carried in 28,000  
vessels, which brought 5,707,868 tons of cargo,  
of which 3,751,105 tons were discharged in  
Hongkong, exclusive of the local junk trade.  
The total export trade for 1899 was carried by  
27,692 vessels of 8,563,127 tons, which took  
3,914,797 tons of cargo, and shipped 493,871  
tons of bunker-coal.

## REVENUE.

The total revenue collected by the Harbour  
Department during 1899 was \$190,555.50, be-  
ing an increase of \$6,927.49 on the previous  
year, made up as follows:—  
1 Light dues..... 52,406.93  
2 Licences & Inter-  
nal Revenue..... 39,127.40  
3 Fee of Court and  
Office..... 99,021.07  
Total..... 190,555.50 say £19,055.50

## EMIGRATION.

61,075 Emigrants left Hongkong for various  
ports during 1899, 45,358 were carried by  
British ships and 16,719 by foreign ships,  
110,448 were reported as having been brought  
to Hongkong from places to which they had  
emigrated, and of these 86,435 were brought  
in British ships and 24,213 in foreign ships.

## THE COAST PORTS TRADE.

The total value of the foreign trade of the  
eight principal coast ports of Canton, Swatow,  
Amoy, Foochow, Shanghai, Chefoo, Tientsin,  
and Newchwang, is roughly about £4,000,000  
sterling per annum, of which something likeat 69 million pounds sterling, and the British  
share at 43 million pounds sterling, a stake  
sufficiently large to make it worth our while to  
look after, and this is nothing to what we may  
have under a process of prudent development,  
for we have as yet only reached the outer circle  
of China's millions of people. It may be of in-  
terest to compare the foreign trade of China in  
1898 which was equal to about 25, 104d. per  
head of her population and the foreign trade of  
Japan in 1897, which was about 18s. 4d. per head.  
Now if this 18s. 4d. rate is ever reached by China  
the foreign trade of that country would be some-  
thing like £345,000,000 sterling and if we main-  
tain our present proportion of China's trade we  
stand to be great gainers. We have a long lead  
over other nations which it behoves us to keep.  
It may be well to note the fact that of all the  
coast ports, Newchwang is the most important  
for British trade, after Shanghai. The total  
value of the trade of Newchwang for 1899 was  
about seven millions sterling and Customs re-  
venues about £1,350,000, of which 40 per cent.  
was paid by British merchants, Russia paid  
about 1 per cent., China 29 per cent., Japan 25  
per cent., America and Germany 13 per cent.,  
Norway and Denmark 8 per cent. Russia will  
of course try to divert this trade and will place  
all possible fiscal difficulties in the way of other  
Powers if allowed.

## THE NEEDS OF THE NAVY.

The lecturer dealt with this part of his lecture  
at considerable length. He said that as a phase  
of Home politics, promises of Army reform were  
scattered broadcast by candidates for seats in  
Parliament, during the election campaign just  
over, and without doubt, Army reform had been  
conclusively proved to be urgently required; but  
we had not heard a single word about the Navy







## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	NAGASAKI, SASEBO, KOBE and YOKOHAMA	SATURDAY, 16th Feb., at Daylight.
SADO MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 12th February, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG, (LONDON with transshipment in HAMBURG)	5th March, Freight.
MARBURG	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th March, Freight.
SIBIRIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 25th March, Freight and Passage.
BAMBERG	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 5th April, Freight.
SARNIA	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	About 15th April, Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Ports of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

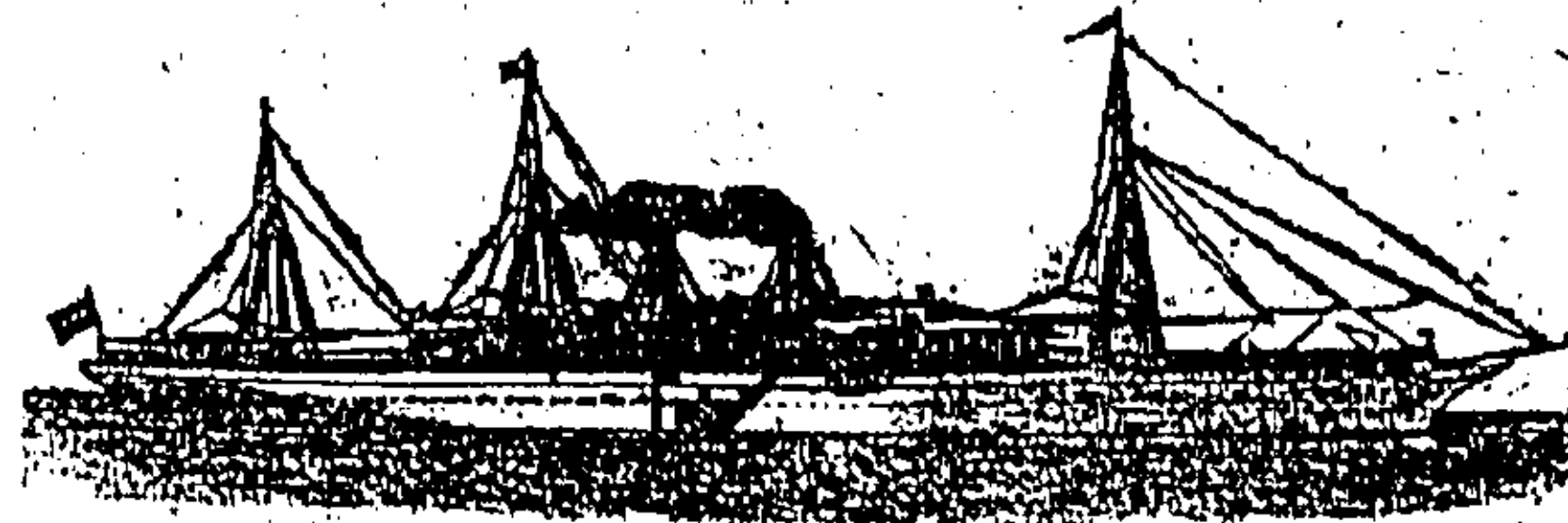
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 13th March.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 3rd April.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Feb., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 19th March, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 13th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

OREGON AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &amp;c., apply to ARNOLD, KARRER &amp; Co.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS

Neither the CAPTAIN, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following vessel during her stay in

HONGKONG, 4th February, 1901.

DODWELL &amp; Co., LIMITED, General Agents.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"KWEILIN"	15th Feb.
MANILA	"CHANGSHA"	18th Feb.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	18th Feb.
MANILA	"SUNGKIANG"	22nd Feb.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 12th February, 1901.

## OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"ALCINOUS"	Pulford	23rd February.
"	"IXION"	Robinson	5th March.
"	"DEUCALION"	"	19th March.
LIVERPOOL (Taking Cargo at LONDON RATES).	"GLAUCUS"	"	16th February.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 12th February, 1901.

## THE OSAKA SHOEN KAISHA.

FOR SWATOW.

THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above TO-MORROW, the 14th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th February, 1901. [195c]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Port, TO-MORROW, the 14th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LARPAK &amp; Co., General Managers.

Hongkong, 13th February, 1901. [186c]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR," Captain E. Fey, will be despatched for the above Ports, on FRIDAY, the 15th instant, at Noon. For Freight or Passage, apply to DAVID SASSOON, SONS &amp; Co., Agents.

Hongkong, 11th February, 1901. [188c]

## THE OSAKA SHOEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsuni, will be despatched for the above Ports, on WEDNESDAY, the 20th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 6th February, 1901. [161c]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," Captain R. Mayer, will leave for the above places, on FRIDAY, the 22nd instant, P.M. For Freight or Passage, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 12th February, 1901. [196c]

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA," will sail at the end of February, and will be followed by the S.S. "GYMERIC," at the middle of March. For Freight, apply to DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 12th February, 1901. [14]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &amp;c.

Strathgyle ..... [5.023] Wednesday | Mar. 20

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 20th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

## Intimations.

## MITSUI BUSSAN KAISHA.

No. 6, Lee House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHWANG and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanda Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Onohara Coal Mines.

No. 1, Ohtsujii Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1900. [12]

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Lee House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1900. [12]

## NOW READY.

## A PAMPHLET

ON SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE

THE ODD VOLUMES SOCIETY

BY M. H. F. POLLOCK, Barrister-at-Law.







## The Share Market.

## LATEST QUOTATIONS.

(February 13th).

Companies.	Paid-up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	35 3/4 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Preferred)	£ 4	61
The Bank of Japan, Limited	£ 1	45 1/2 buyers
National Bank of China, Ltd.	£ 8	82 1/2 buyers
Do. Founders	£ 1	80
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	54 1/2 buyers
China Traders' Ins. Co., Ltd.	\$ 25	56 1/2 sellers
North China Ins. Co., Ltd.	£ 25	118
Yantai Ins. Assoc.	\$ 50	81 1/2 buyers
Canton Ins. Office, Ltd.	\$ 50	81 1/2
Sta. Ins. Co., Ltd.	\$ 20	81
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	81 1/2 sales
China Fire Ins. Co., Ltd.	\$ 20	85
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	55 1/2
Indo China Steam Navigation Co., Ltd.	\$ 10	118
China & Manila S.S. Co., Ltd.	\$ 50	57 1/2
Douglas Steamship Co., Ltd.	\$ 30	34
China Mutual S. N. Co., Ltd. (Pref.)	\$ 10	54 1/2 sales
China Mutual S. N. Co., Ltd. (Ord.)	\$ 10	52 1/2 buyers
China Mutual S. N. Co., Ltd. (Ord.)	\$ 5	57 buyers
Star Ferry Co., Ltd.	\$ 10	82 1/2 sales
"Shell" Transport & Trading Co., Ltd.	\$ 1	54 1/2
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	125
Luzon Sugar Refining Co., Ltd.	\$100	80 sellers
<b>Mining.</b>		
Punjab Mining Co., Ltd.	\$ 8	53 1/2 sales
Punjab Mining Preference Shares	\$ 1	51 1/2
Société Française des Charbonnages de Tonkin	Frs. 250	32 1/2 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	56 sales
Ranch, Allan Gold Mining Co., Ltd.	175. 10d.	38 sales
Oliver, Freehold Mines, Ltd. B.	\$ 5	23 1/2 sellers
Oliver, Freehold Mines, Ltd. B.	\$ 5	21 1/2 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	5 cents
Do. (Preference)	\$ 1	5 cents
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	64 1/2 premium
Long Wharf & Godown Co., Ltd.	\$ 50	59 1/2 sellers
Wanchai Warehouse and Storage Co., Ltd.	\$ 37 1/2	61 buyers
New Amoy Dock Co., Ltd.	\$ 64	82 buyers
<b>Lands, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	10	34
Hongkong Land Investment & Agency Co., Ltd.	\$100	196 sellers
Kowloon Land and Building Co., Ltd.	\$ 50	57 ex div.
West Point Building Co., Ltd.	\$ 30	50
H'kong Hotel Co., Ltd.	\$ 50	51 1/2 sellers
Oriente Hotel Co., Ltd.	\$ 50	50 sellers
Humphreys' Estate & Finance Co., Ltd.	\$ 10	31 1/2 sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	115
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laos-kung-woon Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 65
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 335
Yahlong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
<b>Oil Companies.</b>		
Alhambra, Limited	\$500	200 % premium
La Commercial, Ltd.	\$500	80 % premium
Hensiana, Limited	\$500	5 % premium
La Favorita	\$500	40 % premium
<b>Miscellaneous.</b>		
Green Island Cement	\$ 10	51 1/2 sales
China Borneo Co., Ltd.	\$ 15	33
A. S. Watson & Co., Limited	\$ 10	51 1/2 sales
Hongkong Electric Co., Limited	\$ 10	51 1/2 sales
Hongkong Electric Co., Limited	\$ 5	50 1/2 sales
Hongkong and China Gas Co., Ltd.	£ 10	118 buyers
Hongkong Rops Manufacturing Co., Ltd.	\$ 50	56 sales
Geo. Fenwick & Co., Ltd.	\$ 25	55 sales
H'kong Ice Co., Ltd.	\$ 25	56 ex div.
H'kong High Level Tramways Co., Ltd.	\$100	59 1/2 buyers
Dairy Farm Co., Ltd.	\$ 5	57 sales
Hongkong and China Bakery Co., Ltd.	\$ 50	55 buyers
Campbell, Moore and Co., Ltd.	\$ 10	50
Bell's Asbestos East-Asian Agency, Ltd.	£ 1	81 buyers
United Asbestos Oriental Asst. Co., Ltd.	\$ 4	81 sales
Carnichael & Co., Ltd.	\$ 20	80
Tebrau Planting Co., Ltd.	\$ 5	55
Universal Trading Co., Ltd.	\$ 5	55 1/2 sellers
H.K. Steam Water-boat Co., Ltd.	\$ 5	55
China Light & Power Co., Ltd.	\$ 20	80

## VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.	Katsch, Mr. E. A.
Andrews, Mr. D. A.	Kiame, Mr. and Mrs. F.
Angus, Mrs. A. A.	King, Maj. H. S. R.E.
Apcar, Mrs. A. A.	Lambton, Mrs. R. S.
Atkinson, Miss M.	Lawrence, Mr. A. R.
Bailey, Mr. W. S.	Little, Major W. R.
Bancroft, Capt. & Mrs. M. D.	Littledale, R.E., Major R. P.
Bell, Mr. and Mrs. O. M. D.	Long, Mr. & Mrs. D. M.
Bell, Mr. T. H.	Ludwig, Mr. G.
Berger, Mr. F. J. G.	Macaulay, Mr. & Mrs. R.
Black, Mrs. R.	Macaulay, Dr. H.
Brandth, Mrs. R.	Macaulay, Lt. Col. R. W.
Borthwick, Mr. & Mrs. R. W.	Mallory, Lt. Col. R. W.
Brown, Mr. J. W.	Matsuki, Mr. J.
Bruce, Capt. and Mrs. R. E.	Mould, R.E., Maj. C. F.
Buck, Mr. Hart	Nagata, Mr. S.
Burnie, Mr. C. M. G.	Okada, Mr. S.
Clark, Dr. & Mrs. F. O'Neill, Mr. and Mrs. J. J.	Ormsby, Hon. R. D.
Clark-Thomhill, Mr. T. B. and valet	Orr, Mr. R.
Colson, Mr. T. S.	Orr, Capt. S. G.
Conner, Mr. M. J.	Palmer, Mr. C. D.
Creighton, Mr. J. V.	Parfitt, Mr. W.
Denroche, Mr. P. C.	Passey, Lt. Col. G. M.
Discombe, Mr. G. M.	Petersen, Mrs. & child
Dorchill, R.A., Major	Purinton, Mrs. H. G.
Drake, Comdr. & Mrs. G.	Place, Mr. and Mrs. C. G.
Drew, Mr. and Mrs. S. G.	Reol, Dr. L. R.
Duff, Mr. W. S.	Scharer, Mr. L. H.
Dyson, Capt. P. S.	Smith, Mr. D. A.
Elderton, Comdr. J. H.	Stevens, Mr. G. R.
Evans, Mr. and Mrs. J. H.	Stewart, Mr. E. H.
Fessel, Mr. C.	Tanson, Mr. W. von
Gibson, Mr. and Mrs. Kennedy	Taylor, Mr. C. D.
Glover, Mr. C.	Vanderpool, Mrs. M. E.
Goddard, Capt. Goddard, Mrs. J. S.	Wachob, J. S.
Gott, Mr. R.	Wakeman, Mr. C. H.
Grant, Mr. John	Walling, Mr. B. T.
Hamerly, Mr. B. F.	Watts, Mr. and Mrs. J. H.
Holtendorff, Mr. A. v.	Whaley, Mr. W.
Howard, Mr. Thos.	White, Lt. and Mrs. J. H.
Hawkins, Mr. and Mrs. G. L.	Williamson, Mrs. J. J.
Hummel, Mr. G. L.	Witt, Capt. H.
Jackson, Mrs. J. L. and child	Joseph, Mr. & Mrs. E. S.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Benjamin, Mr. S. S.	Martin, Mr. R.
Bewley, Capt.	McCarthy, Mrs. and child
Bonhar, Mr. J. W. C.	Miller, Mr. and Mrs. R.
Brown, Colonel F.	Mitchell, Mr. R.
Collard, Col.	Newall, Mr. Stuart G.
Comenden, Col.	Oakley, Mr. H. E.
Dann, Mr. G. H.	O'Gorman, Madam
Dykes, Capt. and Mrs. R. A.	Oppenheim, Mr. J.
Ezekiel, Mr. J. S.	Pollock, Mr. H. E.
Forbes, Mr. Andrew	Pyne, Capt. R. A. M. C.
Fraser, Colonel A. K.	Rouse, Mr. A. B.
Graham, Mr. D. M.	Sabater, Mr. J.
Griffin, Major W. W.	Scott, Capt. Percy, C.B.
R. A.	Seaman, Mr. J. F.
Harston, Dr. and Mrs. G. M.	Shelton, Mr. Edward
Hays, Mr. J. G.	Shepherd, Mr. E. B.
Hughes, Col. G. A.	Smiley, Mr. A.
Jeffries, Mr. H. U.	Tomlin, Mr. G. L.
Layton, Mr. B.	Tomlin, Mr. G. L.
Lee, Mr. I. E.	Wheeler, Mr. H. B.
Mackie, Mr. C. Gordon	Wheeler, Mr. H. B.

## CRAIGIEBURN.

Anderson, Mr. Jas.	Crouch, Mr. J. W.
Binder, Mr. Gustav	Hamilton, Lt. Col. H.
Callaghan, Capt.	Hamilton, Mrs.
Canton, Staff-Surg. H.	Ross, Mr. John A.
Canton, Mrs. R.	Sharp, Mr. and Mrs. E. H.
Clarke, Capt. A. C.	Volpicelli, Consul R. V.

## KOWLOON HOTEL.

Alexander, Mrs. H.	Thomson, Mr. & Mrs. J.
Leary, Lieut. C.	Wittmann, Capt.
Lundholm, Capt.	Warner, Paul
Rust, Mr. H.	

## EXCHANGE.

Hongkong, 13th February.	
ON LONDON, Telegraphic Transfer	270
Bank Bills, on demand	270 1/16
Credits, 4 months' sight	270 9/16
On demand	270 1/16
ON PARIS, Bank Bills, on demand	254 1/2
Credits, 4 months' sight	254 1/2
On demand	254 1/2
ON NEW YORK, Bank Bills, on demand	48 1/2
Credits, 30 days' sight	49 1/2
On demand	49 1/2
ON HONKAI, Telegraphic Transfer	72 1/2
Private 30 days' sight	72 1/2
ON YOKOHAMA, T.T.	14 1/2
Sovereigns, Bank's Buying Rate	100.00
Gold Leaf 100 touch, per tael	51.60
Bar Silver	51.60
Dollar	51.60

## OPIUM QUOTATIONS.

Hongkong, 13th February.	
New Penas	\$395 per chest.
New Penas	\$397 1/2
Old Malwa	\$380 per picul.
Old Malwa	\$380
Perpetual Superior drug	\$385

## VESSELS IN PORT.

<b>Steamers.</b>	
ARRATON APCAR, British steamer, 2,879, E. Fey, 10th Feb., Calcutta 15th January, Penang 24th, and Singapore 1st Feb., Opium and General.—David Sassoon, Sons & Co.	
BENVENUE, British steamer, 1,458, Webster, 8th Feb., Moll 1st Feb., Coala.—Gibb, Livingston & Co.	
CITY OF PEKING, British steamer, 3,128, J. T. Smith, 9th Feb., San Francisco 8th Jan., and Shanghai 6th Feb., Mail and General.—P. M. B. S. Co.	
DIAMANT, British steamer, 1,255, A. Ramsay, 11th Feb., Manila 8th Feb., Sugar.—Shaw, Tomes & Co.	
ESMERALDA, British str., 966, G. H. Blackland, 10th Feb., Manila 7th Feb., Ballast.—Shaw, Tomes & Co.	
FAUSANG, British steamer, 1,410, T. A. Mitchell, 28th Jan., Java 17th Jan., Sugar.—Jardine, Matheson & Co.	
FLINTSHIRE, British steamer, 2,109, J. Dwyer, 4th Jan., Moll 30th Dec., Coal.—Mitsui Bussan Kaisha.	
GLENNALCOCK, British steamer, 1,440, Frapp, 12th Feb., Penang 2nd Feb., and Singapore 5th, General.—Joo Teck Seng.	
HELIOS, Norwegian steamer, 831, Elfrim, 12th Feb., Canton 11th Feb., Ballast.—E. A. T. Co.	
HONGKONG, French steamer, 532, Merlees, 11th Feb., Pakhoi and Hoihow 10th February, General.—A. R. Marty.	
HOLSTEIN, German steamer, 985, M. Ipland, 7th Feb., Saigon 4th Feb., Rice.—Jebson & Co.	

HUE, French steamer, 705, G. Godinan, 3rd Feb., Haiphong 1st Feb., Hollow 2nd Feb., General.—A. R. Marty.	
LOKANG, British steamer, 987, Leask, 13th Feb., Bangkok 2nd Feb., Rice.—Jardine, Matheson & Co.	
LOOSOK, British steamer, 1,012, J. B. Jackson, 12th Feb., Bangkok 1st Feb. and Swatow 11th, Rice and Teak Wood.—Butterfield & Swire.	
LOYAL, German steamer, 1,237, Lorenzen, 4th January, Saigon 1st Jan., Rice.—Sander, Wieler & Co.	
NANTAO, German steamer, 983, Th. Lehmann, 23rd Jan., Mauritius 29th Dec., and Singapore 14th Jan., Sugar.—Siemens & Co.	
ON SANG, British steamer, 1,787, J. Young, 4th Feb., Moll 29th Jan., Coal.—Jardine, Matheson & Co.	
PHRA CHOM KLAO, British steamer, 1,011, J. Fowler, 11th February, Siam 28th Jan., Rice.—Butterfield & Swire.	
POMPEY, American steamer, 850, Scriven, 11th Feb., Manila 8th February, Coal.—American Government.	
SABINE, RICKMERS, British steamer, 600, Nantao, 1st Feb., Swatow 31st Jan., Ballast.—Arnhold, Karberg & Co.	
SHREWSBURY, British steamer, 2,097, H. Brophy, 8th Feb., Moll 1st Feb., Coal.—E. & A. S. Co.	
TAICHOW, German str., 825, Reher, 9th Feb., Bangkok 29th Jan., Timber.—Butterfield & Swire.	
TAI FU, German steamer, 1,055, E. Schipper, 11th Feb., Saigon 7th Feb., Rice.—E. A. Trading Co.	
TAKSANG, British steamer, 977, Baker, 11th Feb., Bangkok 5th Feb., General.—Jardine, Matheson & Co.	
TATEMATSU MARU, Japanese steamer, 1,659, H. Sakamoto, 11th Feb., Moll 6th Feb., Coal.—Mitsui Bussan Kaisha.	
THALES, British steamer, 820, A. Robson, 12th Feb., Swatow 11th February, General.—Douglas, Laiprak & Co.	
TIGER, Norwegian steamer, 2,116, H. Wold, 12th Jan., Moll 6th Jan., Coal.—Mitsui Bussan Kaisha.	
VIENNA, British steamer, 2,653, A. McDougall, 1st Dec., Otaru (Japan) 21st Dec., Coal.—H. & H.	
YORIHIME MARU, Japanese steamer, 1,750, Y. Minamita, 12th Feb., Keelung 9th Feb., Coal.—Jardine, Matheson & Co.	

## Sailing Vessels.

ADOLPH ORBIG, American ship, 1,262, Ambury, 19th Dec., New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hemming, 14th Oct., New York 29th June, Kerosine Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff via Cape Town 26th Sept., Coal.—Government.	
LOTHAIR, Italian bark, 972, Bozzo, 19th Jan., Genoa 11th Feb., Ballast.—Order.	
NIUELE, British 4-masted bark, 3,262, D. Steven, 6th Feb., New York 5th Sept., Kerosine Oil.—Standard Oil Co.	
ST. PAUL, American ship, 1,824, Treat, 29th Jan., New York 9th Sept., Kerosine.—Standard Oil Co.	
VINEIRA, British 4-masted bark, 2,233, D. S. Miller, 23rd Jan., New York 3rd Sept., Case Oil.—Order.	
WEST YORK, British bark, 706, Forster, 13th Jan., Rajang via Borneo and Sarawak 1st Jan., Timber.—Sam See Ching.	

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 13th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, to 6-pd. g.f. guns, 3,000 h.p., Commander C. G. F. M. Craddock, Hongkong.	
Algerine, screw, 1,050 tons, 6 guns, 1,400 h.p., Comdr. E. D. Hunt, Singapore.	
Arctura, British cruiser, 3,400 tons, Capt. J. Starlin, Hongkong.	
Argonaut, British cruiser, 11,000 tons, 16,500 h.p., 16 1/2 inch. g.f. guns, Capt. G. H. Cherry, R.N., Hongkong.	
Astron, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.C., Shanghai.	
Aurora, British cruiser, 5,600 tons, 12 guns, Capt. E. H. Bayly, Shanghai.	
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13 1/2 inch. Capt. J. S. Warrender, Shanghai.	
Blenheim, 1st class cruiser, 9,000 tons, 13 guns, 21 1/2 inch. Capt. Henderon, left England, 17th January.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Capt. C. J. G. Sawle, Taku.	
Brisk, British gunboat, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Hongkong.	
Britannia, British gunboat, 710 tons, Comdr. P. Walter, Foochow.	
Centurion, 1st class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., Hongkong.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Com. C. W. Cunningham, Shanghai.	
Dido, British 2nd-class cruiser, 550 tons, 11 guns, 6,000 h.p., Capt. Tildard, en route Shanghai.	
Endymion, British cruiser, 7,350 tons, 12 guns, Capt. G. A. Callaghan, C.B., Hongkong.	
Ethiopia, screw gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, China.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,100 h.p., in reserve.	
Firebrand, 3rd class gunboat, 455 tons, 2 guns, 360 h.p., Canton.	
Glory, 1st class battleship, 12,950 tons, 16 guns, 15,500 h.p., Captain F. S. Ingfield, Woosung.	
Goliath, 1st class battleship, 12,950 tons, 16 guns, 15,500 h.p., Capt. L. Wintz, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 4 guns, 4,000 h.p., in reserve.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. J. U. Farie, Shanghai.	
Hermione, British cruiser, 4,360 tons, 10 guns, Capt. R. S. D. Cunningham, Shanghai.	
Humdrum, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.	
Iris, British cruiser, 5,650 tons, Capt. G. M. Henderson, Wei-hai-wei.	
Janus, torpedo-boat destroyer, in reserve.	
Leander, gun-vessel, 750 tons, 2 heavy guns, 4-pounders, 10 h.p., Commander W. W. Smythe, Hankow.	
Leard, British gunboat, 715 tons, Capt. J. C. Watson, Canton.	
Orlando, British cruiser, 4,400 tons, 12 guns, Capt. J. H. Burke, C.B., Hongkong.	
Optar, torpedo-boat destroyer, Lieut. and Com. C. P. Maclell, Hongkong.	
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. J. R. Coode, en route Singapore.	
Phaethon, British sloop, 1,015 tons, 6 guns, Comdr. R. G. Fraser, Tientsin.	
Plymouth, 1st class gunboat, 255 tons, 6 guns, 10 h.p., Lieut. Comdr. J. F. E. Green, Singapore.	
Pique, twin screw, 2nd class cruiser, 1,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.	
Rover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut. Comdr. G. V. de M. Cooper, Shanghai.	
Rudolf, British gunboat, 875 tons, 6 guns, Lieut. Comdr. G. V. de M. Cooper, Shanghai.	

Robin, British river-gunboat, 2 guns, Lieut. Com. G. G. Webster, West River.	
Rosario, British sloop, 980 tons, 6 guns, Com. G. Hamilton, Shanghai.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, Hongkong.	
Snipe, British gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, Yangtze.	
Swift, gun-vessel, 756 tons, 2 heavy guns, 4-pounders, 870 h.p., Hongkong.	
Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beaty-Pownall, Hongkong.	
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 563 tons, 3 guns, 200 h.p., in Reserve Hongkong.	
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, Hongkong.	
Wallaroo, British cruiser, 2,460 tons, 8 guns, 7,500 h.p., Capt. A. F. C. Noel, Nagasaki.	
Waterlily, surveying-ship, 620 tons, Lieut. Comdr. Lyne, Hongkong.	
Whiting, twin screw, torpedo-boat destroyer, 600 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., Hongkong.	
Whurr, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.	
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, Kiukiang.	
Woodlark, British gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

## Miscellaneous.

<i>Piel Hein</i> , Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.	
<i>Zaire</i> , Portuguese gunboat, 600 tons, Captain Mello, Hongkong.	
<i>Zenta</i> , Austrian cruiser, 2,500 tons, Captain Kala, Bangkok.	